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# Palmetto AVIATION

Volume 38, Number 7

Published by the S.C. Aeronautics Commission

July 1986



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AUG 13 1986

STATE DOCUMENTS

A pair of SCANG F-16 fighters break ground to begin a firepower demonstration during open house held May 24 at McEntire ANG base. (Aeronautics Commission Photo).

## Commission Votes to Continue Newsletter, Airport Services

The S.C. Aeronautics Commission voted unanimously last month to continue airport services and publication of this newsletter despite a legislative audit report which recommended that they be eliminated.

"I think we would be negligent in our responsibilities if we gave up these functions," said Commissioner Edwin S. Pearlstine of Charleston.

The other Commissioners agreed. Commissioner Joe Wilder of Barnwell noted that the Commission newsletter, Palmetto Aviation is the only publication which communicates aviation news and information to the state's pilots on a regular basis.

The newsletter has been published

regularly by the commission since 1947. Its purpose is to educate and inform Palmetto State pilots in the interest of aviation safety. The publication regularly carries news of meetings and seminars, alerts pilots to changes in operating conditions at local airports and keeps them informed of pending changes in rules and regulations, as well as developments in aviation issues nationally.

The Commission will also continue to cut grass and provide other services to airports. Grass cutting is considered a high priority item since it discourages bird nesting near runways and helps prevent bird strikes on arriving or departing aircraft.

**Attention  
Pilots!**

**Airport Safety  
Committee Guide  
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**Check Loran-C  
Survey, Page 6**





PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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## "Exclusivity - What Is It?"

**By Henry M. Burwell, Esq.\***

There shall be no exclusive right for the use of any landing area or air navigation facility upon which federal funds have been expended (Federal Aviation Act of 1958, Section 308). Any public agency or private owner of a public use airport which submits an application for financial assistance for an airport development project must make written assurances that there will be no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public (Airport and Airway Improvement Act of 1982).

The federal prohibition against "exclusivity" is a concept that originated under Section 308 of the civil Aeronautics Act of 1938. The concept has been continued in current legislation. Section 511 of the Airport and Airway Improvement Act of 1982 gives more guidance. It mandates that a federally funded airport, or one for which an application is pending, must assure that its facilities are available for public use on fair and reasonable terms without unjust discrimination. Essentially this requirement means that each air carrier shall pay non-discriminatory and substantially comparable rates, fees, rentals and other charges and be subjected to non-discriminatory and substantially comparable rules, regulations and conditions as are applicable to all air carriers which

make similar use of such airport and facilities subject to reasonable classifications. Likewise, each fixed-based operator at any airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar use of the airport and its facilities.

The FAA has published minimum standards for commercial aeronautical activities on public airports (FAA Advisory Circular AC 150/5190-1, 8/18/66). The guiding principle explained in the circular is that an owner of a public airport can restrict the commercial use of the airport or the solicitation of business at the airport by use of non-discriminatory standards. Standards developed to govern aeronautical activity must relate primarily to the public interest, be reasonable in scope and relevant to the conduct which is regulated. The fairness and reasonableness of standards is reviewable by the FAA and measured against the general practices which have been found acceptable at airports of comparable size and situation. Failure to observe the law regarding "exclusivity" can result in a loss of federal funds as well as claims for constitutional and antitrust violations.

*\*Mr. Burwell is an attorney in the Greenville, S.C., office of the Barringer, Allen, Pinnix & Burwell law firm.*

## 26 Legislators Voted Against Airport Funds

When the legislature met in a special one-day session last month to consider items vetoed by the governor, a \$3 million appropriation for airport improvements was among the items cut.

The \$3 million appropriation is the first for airport improvement in South Carolina since 1980 and is badly needed, but Gov. Riley surprised many by vetoing the entire \$3 million airport capital improvement package in an attempt to balance the budget.

The aeronautics commission asked legislators to reinstate the funds and most voted to do so, however, 26 legislators voted against airports by voting to leave the governor's veto in place.

Those legislators voting to leave the veto intact were: Rep. David Beasley, Rep. Dill Blackwell, Rep. Bill Boan, Rep. Joe Brown, Rep. Robert Brown, Rep. Mickey Burris, Rep. Jim Faber, Rep. Mike Fair, Rep. Joyce Hearn, Rep. Tom Huff, Rep. Jim C. Johnson, Rep. Jim W. Johnson, Rep. Harriet Keyserling, Rep. Herb Kirsh, Rep. Jarvis Klapman, Rep. Jim Lockemy, Rep. Tom Marchant, Rep. Frank McBride, Rep. Daniel McEachin, Rep. Joe Petty, Rep. Jack Rogers, Rep. Tim Rogers, Rep. Mike Sheheen, Rep. Ed Simpson, Rep. Jean Toal, Rep. David Wilkins, Sen. David Thomas was the only senator opposing the decision by the House.





From left, Robert Atkinson, Cliff Cobb and Gen. Robert Lee Scott hold reunion at Cobb's home recently in Aiken.

## Gen. Scott and friends hold reunion in Aiken

By Barbara Bagwell

Brig. Gen. (USAF ret.) Robert Lee Scott, author of *God Is My Co-Pilot*, visited family and friends in Aiken recently, after speaking at the "Gathering of Eagles" graduation exercises for the Class of '86 at Maxwell Air Force Base.

Aiken held its own "gathering of eagles", with a drop-in in honor of Gen. Scott at the home of Cliff Cobb, Scott's chief radio operator and the only other surviving crew member of the B-17E which flew to India in 1942.

The party was attended by many local ex-fighter pilots and veterans of the China-Burma-India Theatre.

Scott and Cobb served together flying the Hump, hauling gas and supplies to Gen. Chennault in China. Chennault gave Scott a Curtiss P-40 fighter which he flew on missions into Burma. Scott dubbed the plane "Old Exterminator" and had the spinner repainted a different color after each mission. This led the Japanese to think the P-40 was a whole squadron of planes.

Gen. Scott was happy and surprised to meet Robert Atkinson, who helped design the Allison V-1710 engine for the P-40, and now lives in Aiken.

Atkinson stated, "I feel a drop of my blood went into each engine made for the P-40." Atkinson himself has gone down in the annals of aviation history, designing engines for the Allison Division of

General Motors, including the first jet engine for the very first American jet fighter, the F-80 Shooting Star.

The get-together celebrated the completion of Gen. Scott's fifteenth book, *Maverick General*, which should be out in late fall. He called it his best and said, "I told things I couldn't write about in 1943."

The cover shows Gen. Scott in an F-16 fighter, which he flew last year at the age of 77. Proceeds from the book will go to the Air Force Museum and to his daughter, he said.

Gen. Scott grew up in Macon, Ga., but spent time in Aiken as a youth with his grandparents. His parents are buried in Aiken.

"It's a second home to me", he said. He is considering moving to South Carolina.

"Every time I left on a mission," he said. "I'd dive over Aiken and salute Millbrook Cemetery. Then I'd fly down Whiskey Road, turn over Grandpa's house and go to war."

"I remember Grandpa telling me, after I jumped off his barn and crashed in my homemade glider, 'You just keep trying son!'"

And so Scott did. And maybe somehow his grandpa was listening when, on a June night in 1986 in Aiken, aviation history came alive.

### Breakfast Club



More than 120 people, arriving by aircraft and auto, converged on corporate airport at Pelion June 29 for a meeting of the S.C. Breakfast Club and the dedication of the Airport Terminal Building.

The Pelion Ruritan Club served a southern style breakfast of scrambled eggs, sausage and grits. By 10 a.m. some 53 aircraft were packed onto the Corporate ramp, including Colgate Darden's famous DC-2.

Dignitaries included John W. Hamilton, director of the S.C. Aeronautics Commission. S.C. Secretary of State John T. Campbell and numerous county and town officials.

- July 13** Fairfield County, Winnsboro
- July 27** Lugoff (grass strip off 601)
- Aug. 10** Newberry County, Newberry
- Aug. 24** Lexington County
- Sept. 7** Jekyll Island Airport, Jekyll Island, GA
- Sept. 21** Huggins Field, Timmonsville
- Oct. 5** Oswalt House Movers Field, Batesburg
- Oct. 19** Woodward Field, Camden
- Nov. 2** Orangeburg Municipal, Orangeburg (Election of Officers)
- Nov. 16** Dabs Field, Sumter
- Nov. 30** Walterboro Municipal, Walterboro
- Dec. 14** Sumter Municipal, Sumter
- Dec. 28** Greenville Downtown, Greenville



## Airport safety committees add foresight to operation

As an airport grows its users look for signs good and bad every time they fly in or out of your airport.

On the positive side: signs of good maintenance and service, including prompt and courteous UNICOM service, clear approaches, properly marked runways, easily identifiable parking areas, courteous and competent ramp attendants, and clean rest rooms.

On the negative side: indifferent maintenance and service, unmarked obstructions on the approach, inadequate runway markings, no runup area, potholes on the runway, rotted tiedown ropes and dirty grease prints around fuel and oil access points after a half hour wait for service.

The word gets around among airmen. Your airport will very quickly build a reputation as an airport that invites business, or as one that discourages it.

How can a safety committee help your airport? Take a closer look at the better airports in your area. Somebody has obviously been at work to invite business, whether or not a formal safety committee is behind the effort. The job just doesn't get done by waiting for growth to happen. Remember the airports you don't return to? No signs of initiative and pride. Everybody is "waiting for George to do it!" An Airport Safety Committee is simply a means of running an airport with foresight instead of watching it deteriorate with hindsight.

How big or how small should an effective committee be? How long should a man's pants be? Many outstanding small airports have been one owner/operator businesses - one-man or one-woman committees - at larger, high activity airports, an effective committee includes a representative of every resident organizational element or group on the airport. Everyone having something to gain or lose by airport activity should have both the right and responsibility to support the growth.

Under a capable Airport Manager, who represents his community, whether he is the owner/operator or an appointed official, a voluntary committee insures growth in the right direction.

How does a committee get off to a good start? First, invite attendance at a preliminary meeting to explain the benefits of participation. Make clear the need for a Safety Committee if you ex-

pect enthusiastic voluntary effort. Bring a list of correctable discrepancies or suggestions for improvement and ask for discussion. Elect a chairman and establish a regular meeting time, reporting system, and recording procedures. A record of activity will show what the committee has accomplished and will invite further suggestions.

An Airport Manager or FBO may or may not have written, well-defined job functions. If his duties and responsibilities are specified by law and are contained in an airport manual, all members of his voluntary Safety Committee should be knowledgeable as to the ground rules under which the Manager or FBO operates. At lower activity airports, where the rules, procedures and policies may be few, they should nevertheless be clearly understood by the Safety Committee. What nobody knows about, nobody cares about.

An Airport Safety Committee serving on the invitation of the Airport Manager develops its own functional plan, consistent with the operational needs of the airport. A high activity public-use airport committee may include the Airport Manager as the committee chairman, with the following resident organizations represented: Airport Industrial Park, FAA Approved Schools, Repair Shops, Airline Pilots, Airport Terminal Services, FAA Control Tower or FSS, Airway Facilities, Corporate Pilots, Airport Maintenance, etc.

A lower activity airport may have a Safety Committee of three, composed of the Airport Manager, an airport maintenance supervisor, and an approved school/maintenance shop manager. Whether the committee consists of one or ten, whether it meets at a regularly scheduled luncheon, informally at the coffee shop or by telephone, or simply through routine checks by an owner/operator who is proud of his airport, the committee accepts responsibility for the reputation of the airport. The committee works for improvement instead of waiting for unexpected problems to develop. It prevents accidents instead of offering excuses for not taking preventive measures. All airports have problems. An effective Airport Safety Committee knows the likely problem areas and is ready with solutions before the problems get out of hand. Finally, a com-

mittee recognized by the Airport Manager has the responsibility and authority to take action *NOW* instead of "waiting for George to do it!" "George" is always too late.

"Opportunity for growth through the General Aviation Airport Safety Committee" is a compilation of information related to effective airport management and aviation safety. The information is offered to assist Airport Managers and Airport Safety Committees in identifying common problem areas and establishing operational practices conducive to safety. It is intended as a guide for newly established committees and for Airport Managers interested in a better way of doing business, regardless of the activity level of airport operations.

This folder is available on request, free of charge, to any Southern Region Airport Manager who wants to establish an Airport Safety Committee. Address requests for the folder to:

Department of Transportation  
Federal Aviation Administration  
Attention:  
Willard L. Pederson, ASO-266  
P.O. Box 20636  
Atlanta, GA 30320

## Newberry pilots form committee for airport

A group of pilots in Newberry have organized to promote the Newberry County Airport and aviation safety.

The Newberry Pilot's Association which has 38 members, was formed in December to "do little things for the betterment of the airport," said Carroll E. Looney, association president.

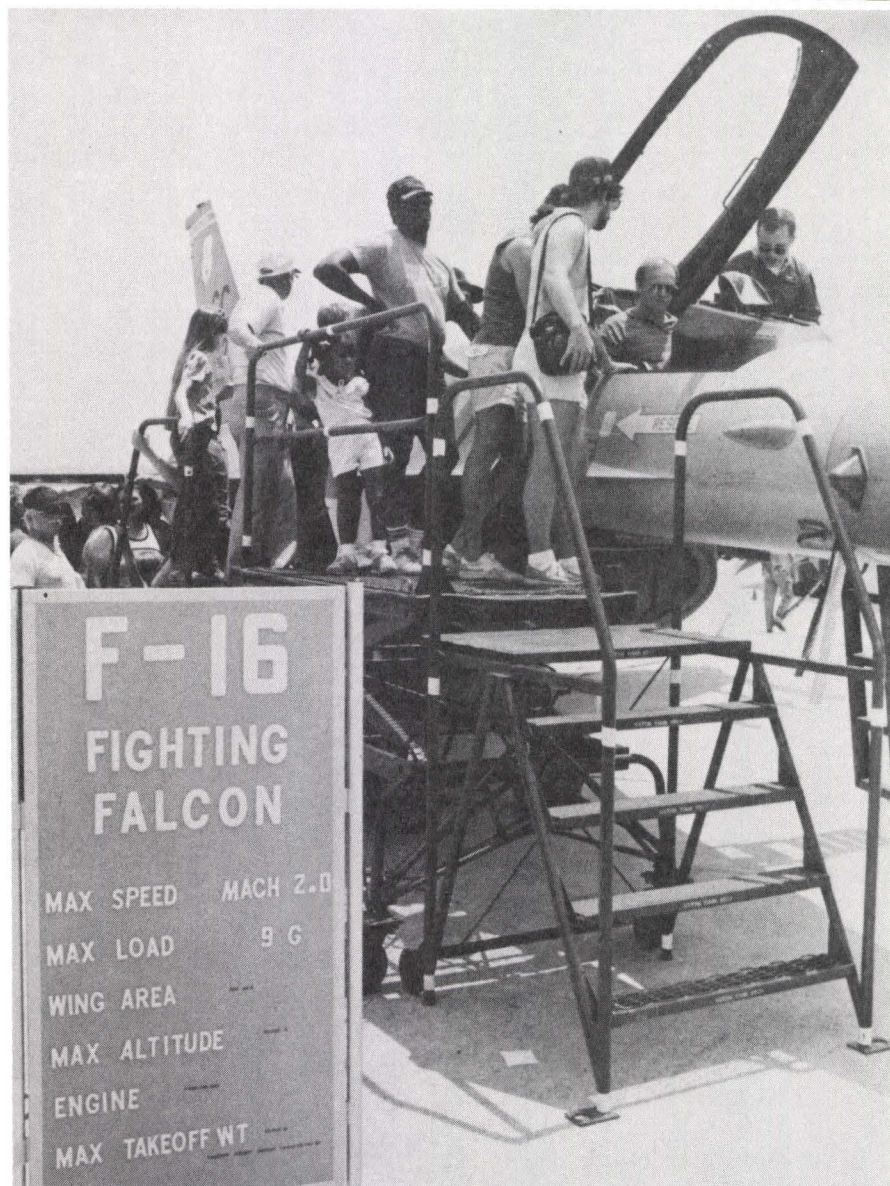
One of the association's first efforts was to erect a new flag pole at the airport.

"We have done some cleaning and cutting of the grass and we will be doing light maintenance," he said. "We want to keep things in good order. This is Main Street to industry."

The association gathers once a month for a breakfast meeting where a film is usually shown, Looney said.

"We want to promote the airport and keep the general public aware that this is a vital link to industry," he said.





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Thousands of people got a chance to see the latest Air Force and Marine jet fighters during the open house held May 24 at McEntire Air National Guard Base. On display were aircraft like the Marine F-18 above, A-10s and Harriers, T-38s and other military aircraft. People waited up to 30 minutes in the 90 degree heat for a chance to sit in the cockpit of the popular F-16 fighter, below.

Besides the static displays, the crowd was treated to a parachute demonstration by the Navy parachute team, the "Chuting Stars", a performance and maneuverability demonstration by an F-16 from Shaw AFB and a firepower demonstration by a flight of four SCANG F-16s which simulated an attack run and bomb drop on the field. (Aeronautics Commission photos).

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## FAA publishes policy on AIP discretionary grants

The Federal Aviation Administration (FAA) has published a policy statement concerning the impact on its discretionary airport funding of an airport's use of airport revenues for non-aviation transportation facilities.

The FAA policy states that the use by an airport of airport revenues for supporting non-aviation transportation facilities will be viewed by the FAA as evidence that the airport sponsor does not need federal discretionary aid to fund airport projects.

The FAA noted that the Airport and Airways Improvement Act of 1982 does allow airport sponsors to spend airport revenues on local non-aviation facilities which are owned or operated by the airport sponsor and directly

related to the transportation of passengers or property. The FAA policy notice, however, calling such expenditures a "diversion of funds from airport use," stated that this type of expenditure is evidence that the airport sponsor has the ability to fund airport projects without discretionary airport grants.

According to the notice, this new policy does not apply to Airport Improvement Program apportionment funds provided to primary commercial service airports, or to airport sponsors that receive only state apportionment funds. The policy takes effect immediately for Airport Improvement Program projects which have not received any allocation of funds.

## Bamberg County airport gets lights, beacon

Bamberg County engineers recently gave the stamp of approval to a new runway lighting system at the airport.

The two-year project, which cost about \$35,000, was funded with a grant from the S.C. Aeronautics Commission and Bamberg County.

"One of the things we envisioned when we built the airport was tying it in with the industrial park," said Bamberg County Administrator Hal Zorn. "The lights are a big plus because now businessmen flying in and out can come and go as they need to and not as dictated by sunset." Since the economic development commission office is located at the airport, businessmen flying into the airport often meet there instead of going directly to the industry. Until the lights were installed, people flying out had to leave before dark.

A rotating beacon was also installed at the airport.

## Survey responses can help Loran-C growth

The limited Loran-C Non-Precision Approach Implementation Program, begun in July, 1985 by administrator Thomas Engen, has been progressing very rapidly in the past few months. Already two approaches have been published and six more are imminent. Procurement action for 120 operational monitors has begun and money for Loran-C transmitters to close the mid-continent gap is in the 1987 FAA budget.

The National Association of State Aviation Officials (NASAO) has been instrumental in getting the Loran-C pro-

gram where it is today. And, the association is continuing work to make Loran-C operational throughout the nation. In order to gauge the amount of use the Loran system is getting and is likely to have in the future, NASAO has asked us to help gather information on Loran equipment from South Carolina aircraft owners.

Please complete the short survey from below, cut it out and mail it to the S.C. Aeronautics Commission. Thanks.

Detach and mail to:

S.C. Aeronautics Commission  
P.O. Drawer 1987  
Columbia, SC 29202

### SURVEY OF LORAN-C UTILIZATION

Please answer the following questions about Loran-C and return this survey form at your earliest convenience.

1. I now have a Loran-C receiver installed in my aircraft N# \_\_\_\_\_. (If more than one aircraft, please list all other "N" numbers.)
2. I regularly use Loran as: (Check 1 or both)  
☐ a. Augmentation for other enroute navigation methods.  
☐ b. Augmentation for monitoring for standard instrument approach procedures.
3. I do not presently have a Loran-C receiver in my aircraft but would be interested in seeing procedures developed by FAA for expanded use of the system.  
☐ Yes ☐ No
4. Although I don't have a Loran-C receiver at this time, I am seriously considering purchasing one.  
☐ Within 6 months ☐ Within a year



## Anderson native, NASA pilot killed in Pitts crash

Anderson native Steve Thorne, a 33-year-old test pilot who was in NASA's astronaut-training program, was killed May 24 in a Texas plane crash.

Thorne and the pilot, 39-year-old James R. Simons of Houston, were killed when their Pitts crashed while performing aerobatics near Galveston.

Thorne, a Navy lieutenant commander, was enrolled in the space shuttle training program at the Johnson Space Center in Houston. He was a 1975 graduate of the U.S. Naval Academy. George Holman, of Anderson, who has known Thorne since both men were in the seventh grade, said Thorne was a commander at Annapolis,

which is among the top posts attained by a cadet.

"Steve was certainly doing what he wanted to do," Holman said.

Holman said Thorne had told him in the eighth grade that he intended to be an astronaut. He said Thorne was the only person he knew who fulfilled that childhood dream.

"He was a very accomplished individual; he was an Eagle Scout, was at the top of his class in high school, the very top of his class at Annapolis.

"That's the story of his life," he said. "He's always been at the top of everything."

## Air Force group honors CAP members

By Delores J.V. Rucker 2LT

The Columbia Chapter of the Air Force Association (AFA), Chapter 383, held its Annual Recognition Banquet honoring Outstanding Civil Air Patrol, JR ROTC, and Air National Guard members at the Towne House Hotel in Columbia on 21 May 1986.

The Civil Air Patrol members honored were selected by their Squadron Commanders for their leadership abilities, military performance and bearing, and personal contributions to their Squadrons.

The Outstanding Senior CAP members for 1985 were 1LT Laymon Chappell, Capital City Senior Flight, Columbia, and Capt. John Feltham, Edgefield County Composite Squadron,

Edgefield.

The Outstanding CAP Cadets were Cadets Eddie M. Roberts, Columbia Composite Squadron, Columbia, and Thomas L. Ryley, COL Elliott White Springs Composite Squadron, Lancaster.

The Senior CAP members received a recognition plaque and the Cadets received a one year membership to the AFA, which includes a subscription to the Air Force Magazine.

The speaker for this event was COL L. John Outten, of the Strategic Defense Initiative Organization, The Pentagon. His briefing dealt with the realization of Space Defense and some of our country's advancements in technology.

## Hawthorne buys realty firm

Hawthorne Corporation, a Charleston based firm with more than 50 years in the area, recently announced its acquisition of Hargett and Associates Better Homes and Gardens. Hawthorne Corporation, better known in Charleston for its subsidiary, Hawthorne Aviation and a number of other businesses, recently formed Hawthorne Properties, a commercial realty firm in Charleston. To further the expansion of the recently formed company to a full service realtor, Hawthorne moved to add the Hargett group to its firm.

In making the announcement, Dean Harton, President of Hawthorne said, "We wanted to provide Charleston with a full service commercial and residential

was spent to find a company that would not only adapt well with our progressive style of operation, but one that the people of Charleston already knew to be a fine, upstanding and dependable realty". Harton went on to say that the move will enhance their commercial division making it a full service commercial/residential realty, "and one of the largest real estate firms in the area".

No changes in personnel have been announced and Larry Hargett will become part of the management team. It was also stated that Hawthorne is receiving full cooperation from Better Homes and Gardens and that the new acquisition means additional agents and offices for the Charleston area.

## Museum aircraft to be painted

Some of the exhibits at the Florence Air and Missile Museum are getting a long-overdue new coat of paint.

Museum Director Tommy Griffin said he is using the accommodations tax money promised by the county to give some of the missiles and airplanes a "first class paint job."

The Florence County Accommodations Tax Advisory Committee recommended that the museum be allocated \$50,000 this year. The money is the county's share of the "sleeping tax" revenue the state collects each year from hotels and motels and goes to help promote tourism within the state.

Griffin said he asked for \$93,000 but the advisory committee approved only \$50,000. Committee chairman Weldon Benton told county council that the committee supports the concept of a museum but feels that it needs to be moved to a location near I-95. The museum is presently on U.S. 301 next to the Florence City-County Airport.

When the museum was first opened, 301 was one of the main north and south routes through the state but the opening of I-95 routed most of the tourist traffic around the city and away from the museum.

## CAP Senior to travel to England

Captain Larry Leasure, Civil Air Patrol, Florence Squadron, has been selected to participate in the International Air Cadet Exchange program. Capt. Leasure will serve as an escort and travel to Great Britain where he hopes to gain additional experience in the area of aerospace education by visiting the many areas of interest the country has to offer.

Larry Leasure is the principal of Wallace-Gregg Elementary School in Florence. Mr. Leasure has started a Young Astronauts Program in the school and will have an astronaut visit his school this fall. He was also instrumental in the Henson-Piedmont Regional Airlines Adopt a school program.

Capt. Leasure has been a member of the Florence Squadron for 10 years and serves as the Aerospace Education Officer and the Assistant Testing Officer.



**SOUTH CAROLINA  
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## Aviation Calendar

The following FAA Aviation Safety and Educational Seminars are being offered for flight instructors and potential flight instructors during July, August and September. Topics include FARs concerning pilot and flight instructor certification, standard flight training maneuvers and flight instructor responsibilities and privileges:

**July 10--7 p.m.** at Conway-Horry County Airport.

**July 17--7 p.m.** at the FAA Flight Standards building, 2819 Aviation Way, Columbia Metropolitan Airport.

**July 22--7 p.m.** at the Civil Air Patrol Building, Sumter Airport.

**Aug. 19--7 p.m.** at Stevens Aviation

Inc., Chatterbox Lunchroom, upper hangar, Greenville-Spartanburg Jetport, Greer.

**Sept. 16--7 p.m.** at Caro-Wings Flight Service, Gastonia Airport, Gastonia, NC.

**July 26-27--Skyhawks Aerobatic team** featured at Beaufort Water Festival.

**Oct. 6-9--Annual Conference of the Southeastern Airport Managers Association (SAMA),** Pinehurst Hotel and Country Club, Pinehurst, NC.

**Nov. 12-14--Ninth Annual S.C. Airports Conference** at Marriott's Hilton Head Resort, Hilton Head Island.

## CAP members to participate in exchange

Each year the Civil Air Patrol has an International Air Cadet Exchange (IACE) program. This program is designed to allow Cadets of all nations to visit other countries and learn about different cultures. Civil Air Patrol Seniors are also involved in this program by volunteering to be escorts for the Cadets.

Applications from Cadets and Seniors nationwide are submitted to a national selection committee where the applications are screened for qualifications, eligibility and quality of individuals.

This year South Carolina has three Civil Air Patrol members selected for IACE, they are: Cadet Eddie Roberts, Columbia Composite Squadron, who will travel to Israel; Cadet Shawn B. Copeland, Greenville Composite Squadron, who will travel to France; and Senior Member Captain Larry Leasure, Florence Composite Squadron, who will travel to Great Britain.

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**This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.**